

**96th Street & Westfield Blvd. Area**

City of Carmel, Indiana  
Department of Community Services  
EDEN Land & Design, Inc. - Consultant

# Neighborhood Planning Presentation

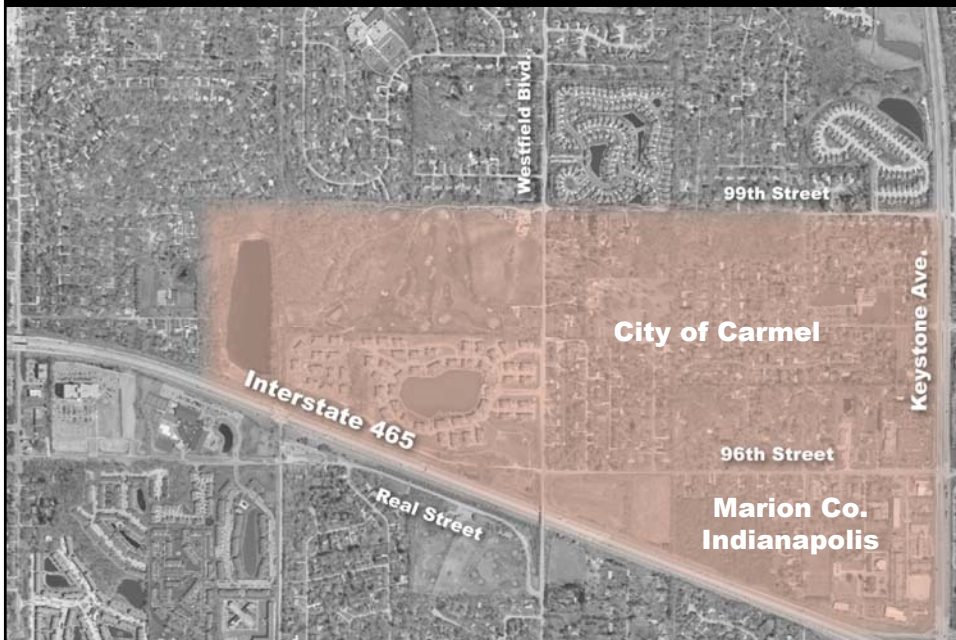
## Steering Committee #3

November 16, 2005

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**Study Area**



## **Project Mission**

**The Department of Community Services, as the land use planning organization of the City of Carmel and Clay Township, sees the development pressures this planning area is facing. Rather than being reactive to piece-by-piece development, the department is instituting a land use planning process that seeks to have in place a conceptual framework plan for the future to guide potential development, should it occur through the private market of redevelopment in the area.**

## **Clarifications**

- **This is not a re-zoning of the area. Rather, as the private market acquires property and seeks to change the zoning, this plan would provide guidance to the planning commission on how to review the requested change.**
- **Also, it seeks to have private development understand the need for well-designed, community-scaled development.**
- **The City of Carmel has no intentions of taking anyone's property through use of Eminent Domain to implement this plan. Rather, it sees the planning process as a way to guide private development efforts.**

- **Hold community meetings and allow for discussion on a series of conceptual recommendations.**
- **Re-evaluate/re-design recommendations based on community feedback.**
- **Create a small “steering committee” group to guide discussions and work with planners.**
- **Present to Overall Community.**
- **Refine again and then present to the Planning Commission.**
- **The Planning Commission has several public hearings to have public feedback and discussion on whether to approve or disapprove.**
- **If approved, then sent to the City Council for public hearings, leading to approval/disapproval.**
- **Plan then serves as a guide for the future.**

**Access**

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### A MOBILE CITY:

- Mobility is more than just getting in your car.
- “Options” are the key
- What is in your mobility “tool kit?”
- A Intra-urban System for Carmel



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### Key Issues:

- Auto Dependence designed into Land Use
- Health and Air Quality
- Commuting Time in a Busy World; This is becoming more valuable

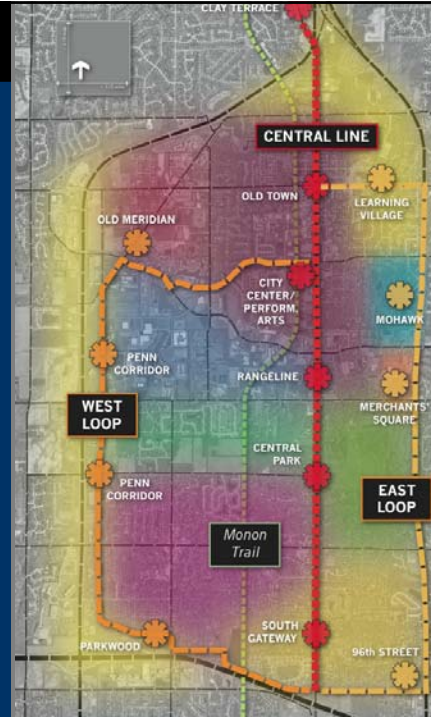


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### Opportunities:

- Form the “Mobile Carmel Committee”
- InterUrban Indiana Transportation Systems; Central Indiana Light Rail, etc.
- IntraUrban Carmel Transit; an idealized diagram for review, comment and modification



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### BEST PRACTICES A Mobile City



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### A MOBILE CITY: Corridors

- Streets are our best connectors
- They can be comfortable spaces; They can be places for more than just cars
- A “fine grain” creates many options for connectivity



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### **Key Issues:**

- **Streets for more than just cars... Bike/Walk/Auto Design**
- **Mobility for all people... even those without cars**
- **Our streets are a under-utilized system for trails and pedestrians / bikes.**



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### **Opportunities:**

- **Roadway Designs as Multi-Modal Mobility Designs...Auto/Bike/Walk Design**
- **Marketing of Multi-Modal Options for People; Let people know how to use the system**
- **We have the rights of way for more trails... Our Streets!**



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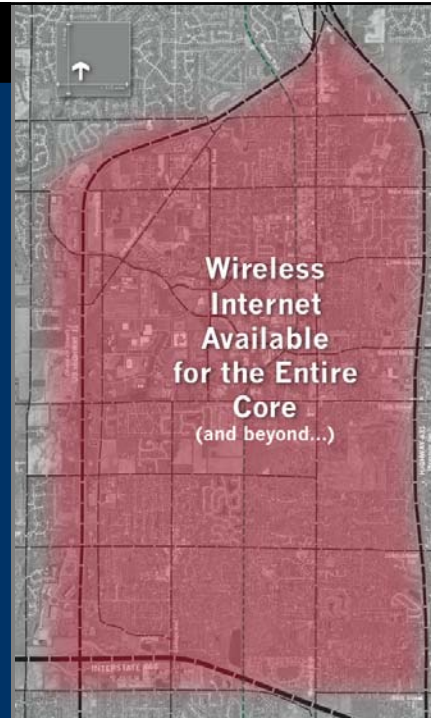


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## **A MOBILE CITY: Wireless Internet**

- The Internet is here to stay
- It must be planned for in the design of our cities
- Wireless Internet changes the way we look at mobility
- Creates the Live/Work Scenario

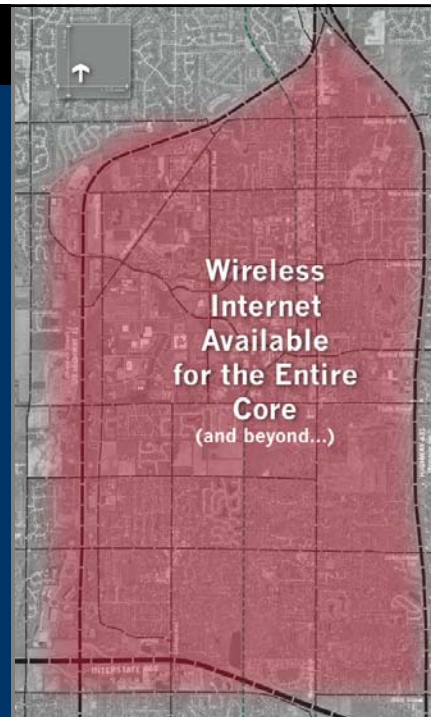


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## **Key Issues:**

- Economic Development Tool... "We are prepared for your business!"
- The Private Market and it's issues with municipalities; Still undecided
- Flexibility for new technologies is critical
- Work at Home

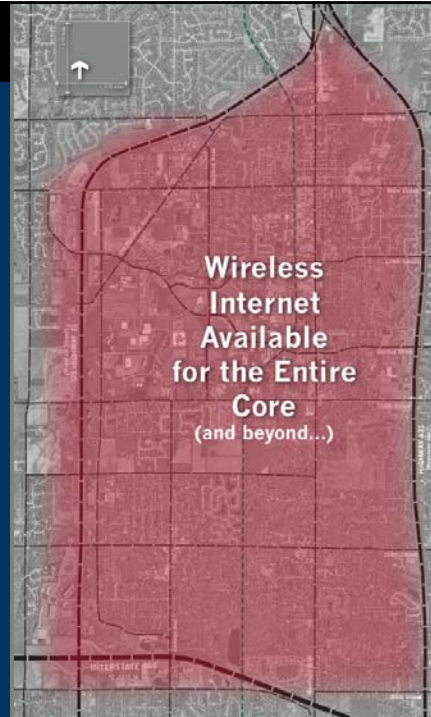


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**Opportunities:**

- Understand technology...  
802.11a or WiMAX
- Create a Wireless Carmel  
Organization
- Develop a Wireless  
Mobility Handbook
- [www.muniwireless.org](http://www.muniwireless.org)



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# Access Issues

## 96th Street & Westfield Blvd. Planning Area

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### 1 - Westfield Boulevard

**Issue:**

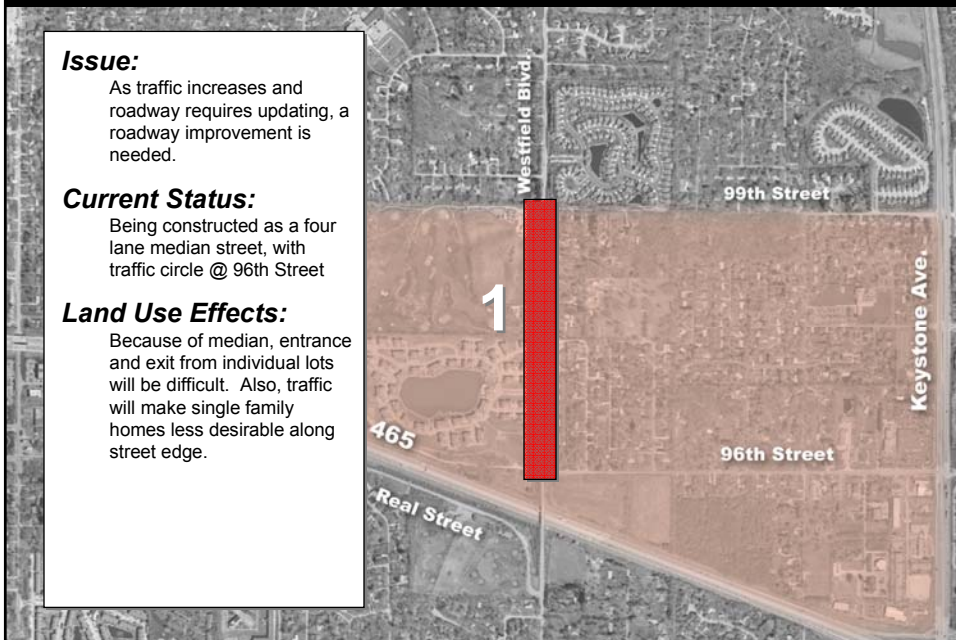
As traffic increases and roadway requires updating, a roadway improvement is needed.

**Current Status:**

Being constructed as a four lane median street, with traffic circle @ 96th Street

**Land Use Effects:**

Because of median, entrance and exit from individual lots will be difficult. Also, traffic will make single family homes less desirable along street edge.



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## 1 - Westfield Boulevard



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## Westfield Improvements



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## 2 - Keystone @ 96th Street

### **Issue:**

Traffic at the intersection is stalled and heavy because of volume, a mix of thru and local traffic, and poor signaling.

### **Current Status:**

The City of Carmel is in preliminary talks with the Indiana Department of Transportation to design an effective solution to the issue.

### **Land Use Effects:**

A solution which allows drivers a choice between thru and local traffic would reduce local congestion. As the intersection is redesigned, land adjacent will be more desirable for development.



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## 2 - Keystone @ 96th Street



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## Keystone @ 96th Street Re-Design



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## 3 - 96th Street

#### Issue:

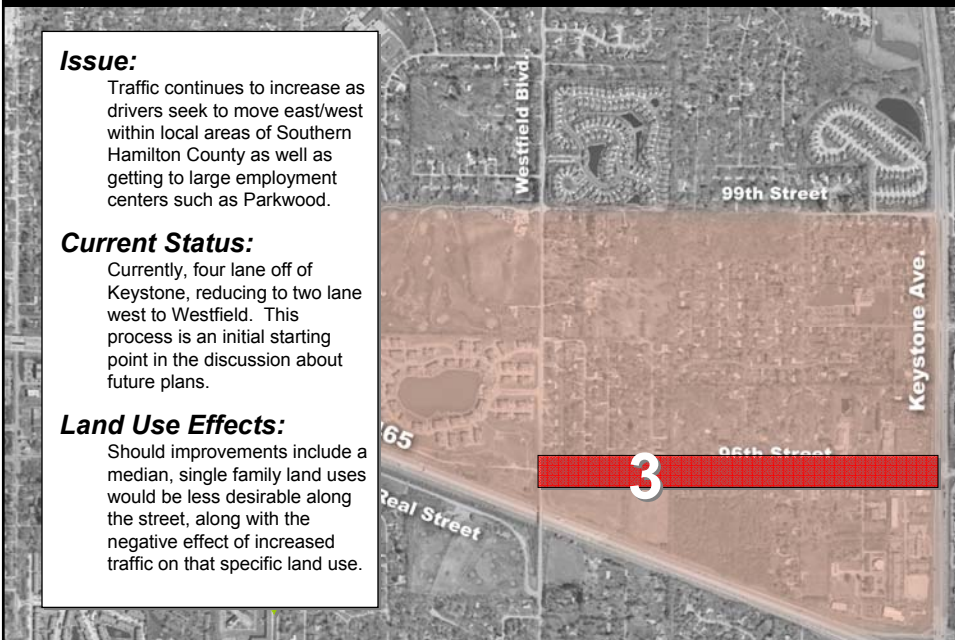
Traffic continues to increase as drivers seek to move east/west within local areas of Southern Hamilton County as well as getting to large employment centers such as Parkwood.

#### Current Status:

Currently, four lane off of Keystone, reducing to two lane west to Westfield. This process is an initial starting point in the discussion about future plans.

#### Land Use Effects:

Should improvements include a median, single family land uses would be less desirable along the street, along with the negative effect of increased traffic on that specific land use.



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## 3 - 96th Street



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## 4 - 99th Street

#### Issue:

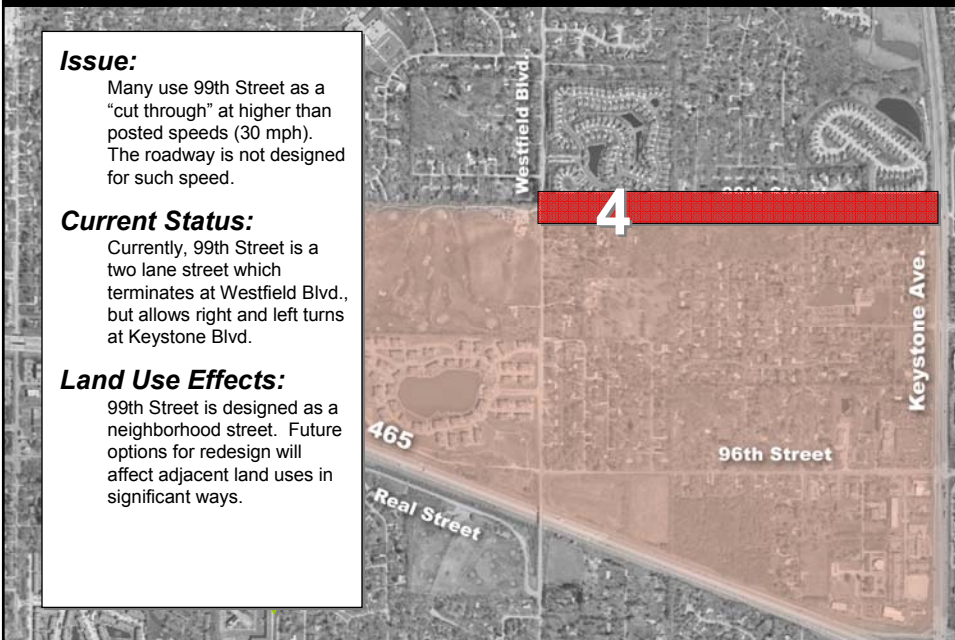
Many use 99th Street as a "cut through" at higher than posted speeds (30 mph). The roadway is not designed for such speed.

#### Current Status:

Currently, 99th Street is a two lane street which terminates at Westfield Blvd., but allows right and left turns at Keystone Blvd.

#### Land Use Effects:

99th Street is designed as a neighborhood street. Future options for redesign will affect adjacent land uses in significant ways.



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## 4 - 99th Street



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## 5 - Connectivity to the West



### **Issue:**

Employment centers such as Parkwood and the Meridian Street Corridor create the desirability for traffic heading east to west through this area.

### **Current Status:**

96th Street "continues" by using Real Street, becoming 96th Street again after College Avenue.

### **Land Use Effects:**

Routing a "new route" would create unique land use challenges. Utilizing existing routing bring unique political challenges.

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## 6 - Pedestrian Access



### **Issue:**

Pedestrian access is limited in this area. There are few sidewalks in the existing residential neighborhoods and public streets have few walkable areas. The Monon is nearby.

### **Current Status:**

The Monon Trail is heavily used by recreational traffic, but not for utility trips such as shopping or commuting.

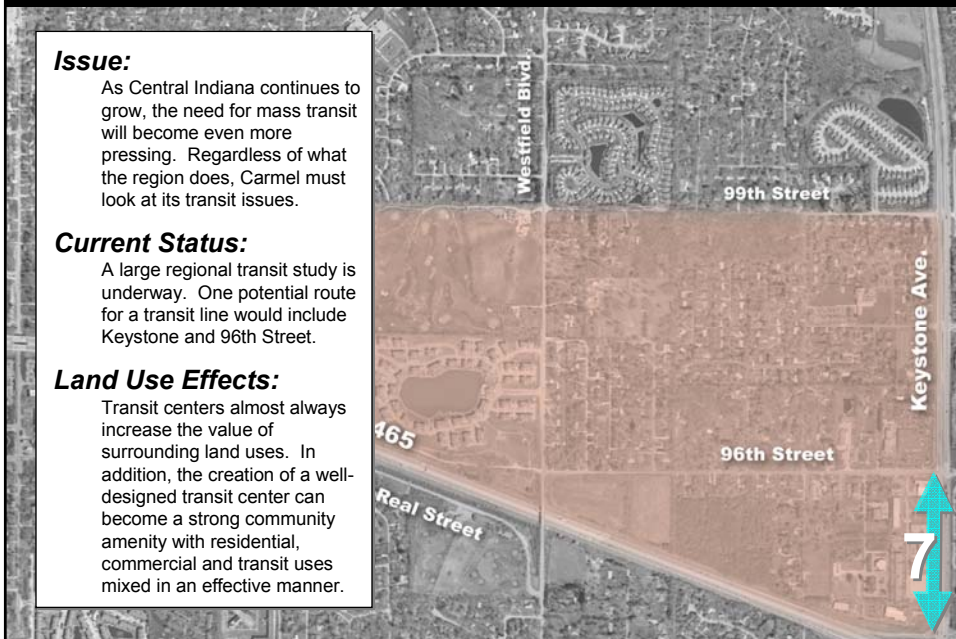
### **Land Use Effects:**

Increasing the pedestrian access in the area would create a safer street environment as more people on the street leads to more alert traffic. Also, access must lead to desirable points of interest (i.e park, store)

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## 7 - Mass Transit



### **Issue:**

As Central Indiana continues to grow, the need for mass transit will become even more pressing. Regardless of what the region does, Carmel must look at its transit issues.

### **Current Status:**

A large regional transit study is underway. One potential route for a transit line would include Keystone and 96th Street.

### **Land Use Effects:**

Transit centers almost always increase the value of surrounding land uses. In addition, the creation of a well-designed transit center can become a strong community amenity with residential, commercial and transit uses mixed in an effective manner.

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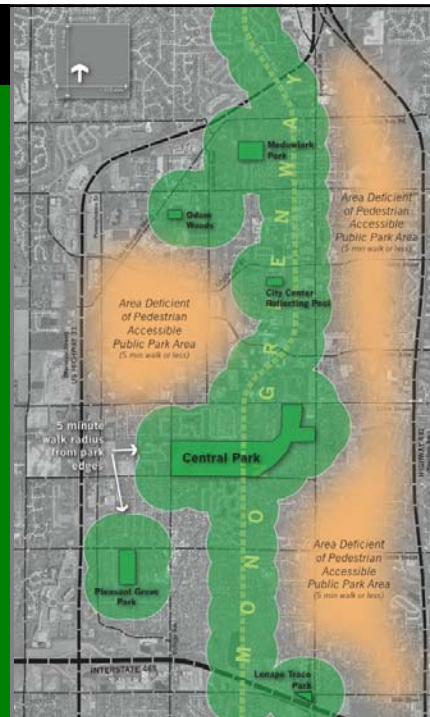
# Open Space

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### A HEALTHY CITY: Public Access

- Access means... by walking (5 minutes at a maximum)
- All segments of the population can get there.
- Reduce congestion
- Understand today and then plan for tomorrow.
- Open space must be valuable or made valuable.



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### Key Issues:

- Value of Open Space
- Scale of Open Space
- Usability of Open Space
- Safety and the regular user (children/seniors)



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### Opportunities:

- Form the Healthy Carmel Committee
- Demand a "Five Minute Walk for All"
- Utilize the Senior Community as "Open Space Rangers"



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## BEST PRACTICES A Healthy City



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# Open Space Issues

## 96th Street & Westfield Blvd. Planning Area

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## Usable Public Open Spaces

**Issue:**

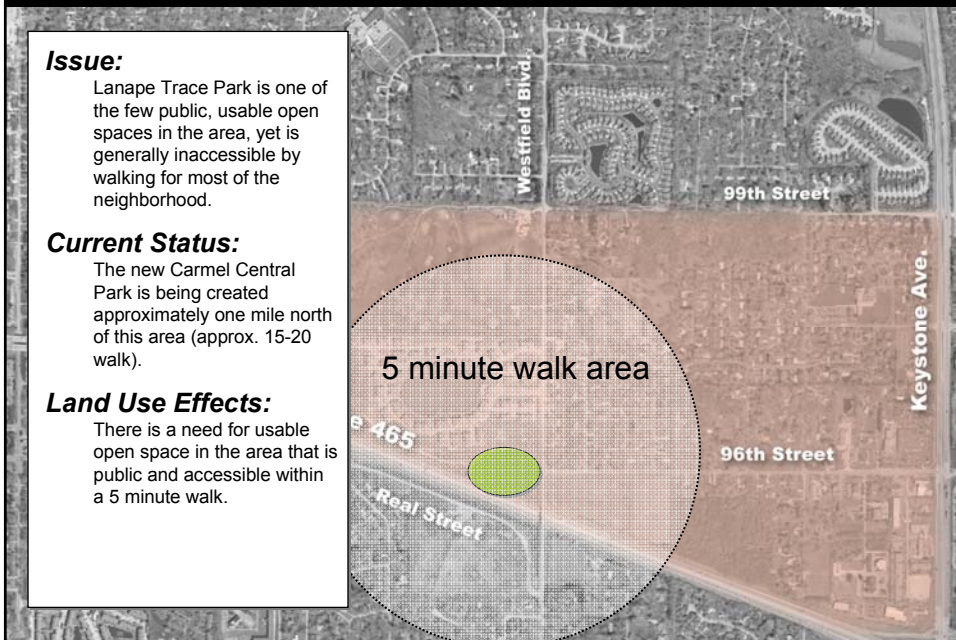
Lanape Trace Park is one of the few public, usable open spaces in the area, yet is generally inaccessible by walking for most of the neighborhood.

**Current Status:**

The new Carmel Central Park is being created approximately one mile north of this area (approx. 15-20 walk).

**Land Use Effects:**

There is a need for usable open space in the area that is public and accessible within a 5 minute walk.



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### Woodland Areas (Private)

#### **Issue:**

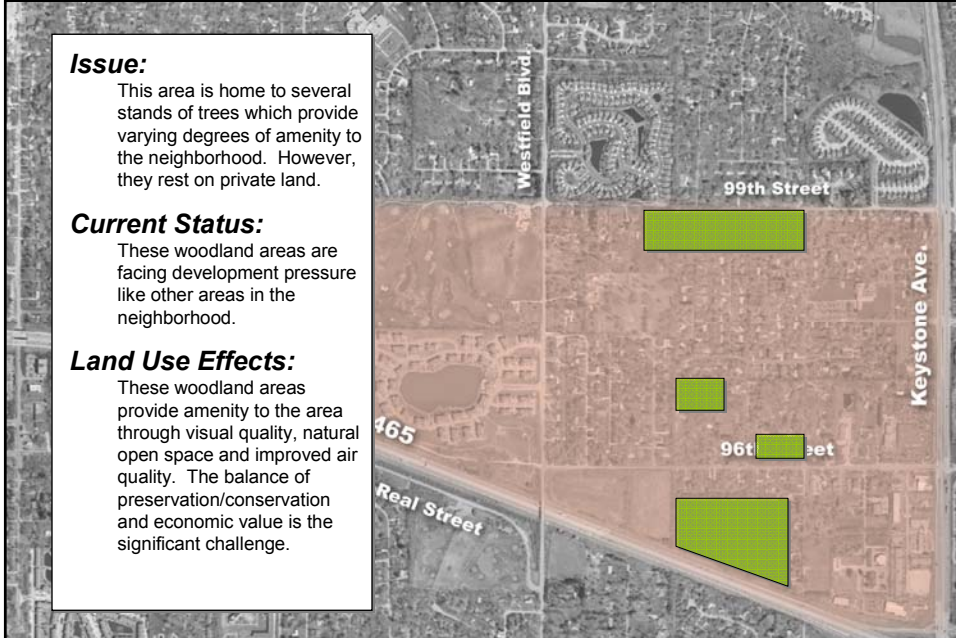
This area is home to several stands of trees which provide varying degrees of amenity to the neighborhood. However, they rest on private land.

#### **Current Status:**

These woodland areas are facing development pressure like other areas in the neighborhood.

#### **Land Use Effects:**

These woodland areas provide amenity to the area through visual quality, natural open space and improved air quality. The balance of preservation/conservation and economic value is the significant challenge.



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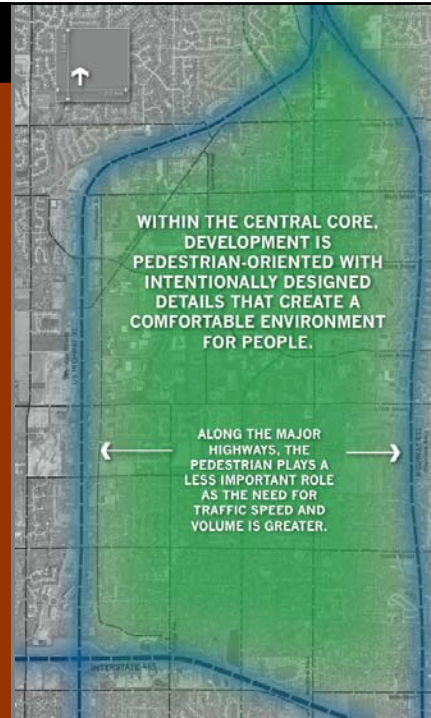
# Development

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## A COMFORTABLE CITY:

- Pedestrian is celebrated!
- Mix of people, styles and scales of design
- Gathering places for socialization
- Programming that generates a vibrant civic life.
- Safe, fun and made for people...An Attitude.

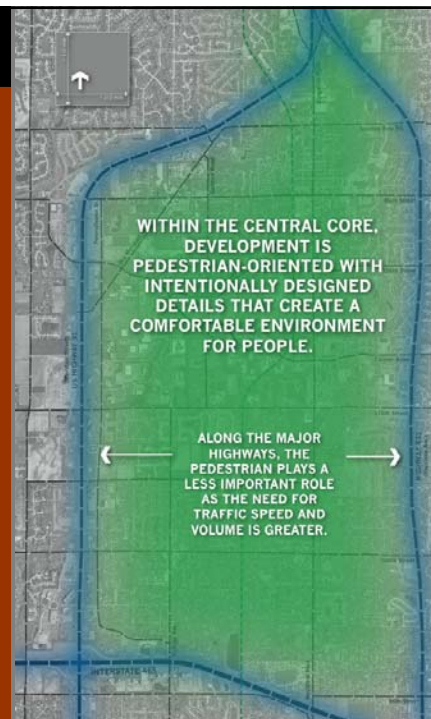


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## Key Issues:

- Zoning Codes are currently designed to facilitate the ease of use of the automobile; limited options
- Need continued Best Practices Education on building places for people
- Understanding City Comfort “Details”
- Getting our streets to be public spaces again

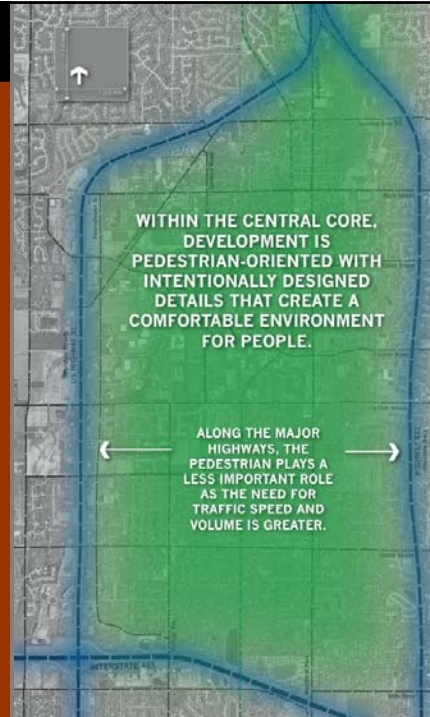


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### Opportunities:

- Form the “Comfortable Carmel Committee”; design group committed to finding ways to make projects more “comfortable”
- Revisit/Reinvent Zoning in the Central Core; Design Based, Simple to Understand



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### BEST PRACTICE A Comfortable City



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## BEST PRACTICE A Comfortable City

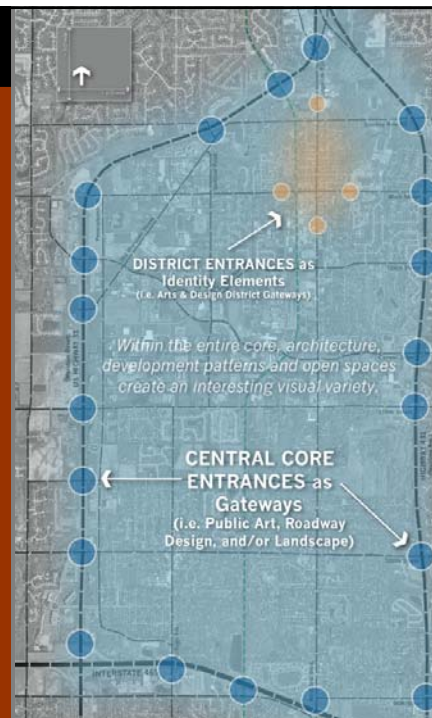


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### AN INTERESTING CITY:

- Identity as a place and community
- Residents and Visitors know that they are in a special place
- A mix of architectural styles, public art and public spaces including parks.

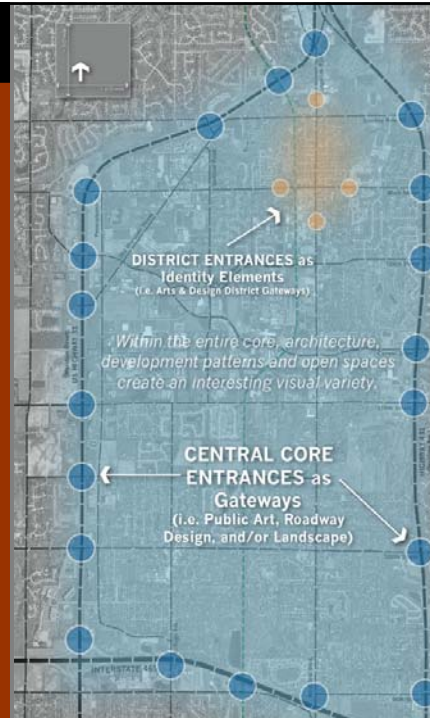


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### Key Issues:

- Coordinated, but not identical, Gateways (built and implied) are needed for a sense of community.
- A Mix of Architectural styles is a sign of a dynamic city.
- Small development opportunities provide the “fine grain” that makes cities interesting.
- Signage and Wayfinding are the identity markers

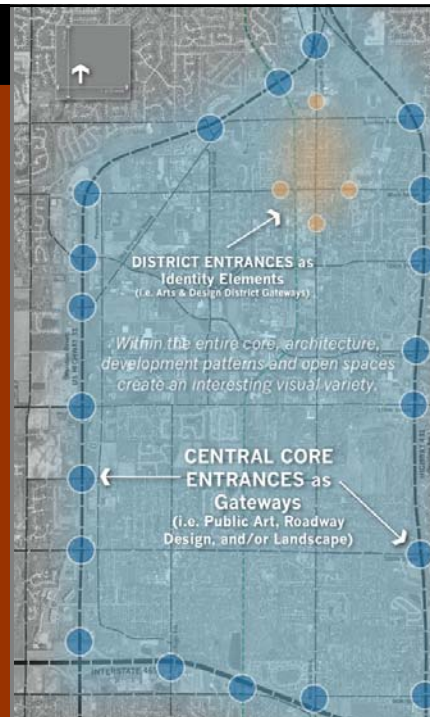


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### Opportunities:

- Form the “Interesting Carmel Committee”; Looks at Public Art, architecture, signage, priorities etc.
- Establish the Carmel Wayfinding and Signage Master Plan with Public Art components
- Continue to encourage opportunities for Small Developers



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**BEST PRACTICE**  
**An Interesting City**



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**BEST PRACTICE**  
**An Interesting City**



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## A CITY OF NEIGHBORHOODS:

- Not just subdivisions of the same use
- Connected places
- Identity and Community Pride
- Mix of Land Uses
- Walkable Centers
- Logical Naming - These are for discussion only

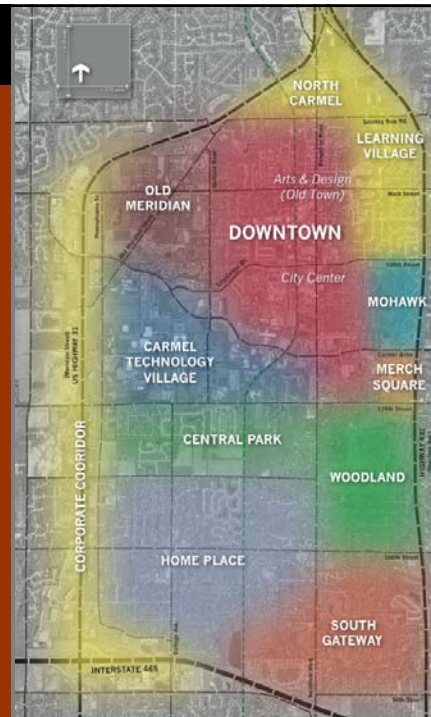


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## Key Issues:

- Mix of Land Uses and housing types for accessibility to services, a mix of ages and the ability to handle the “life cycle”
- Neighborhood Definition and Identity
- Connectivity for cars, walkers, bikers and transit.

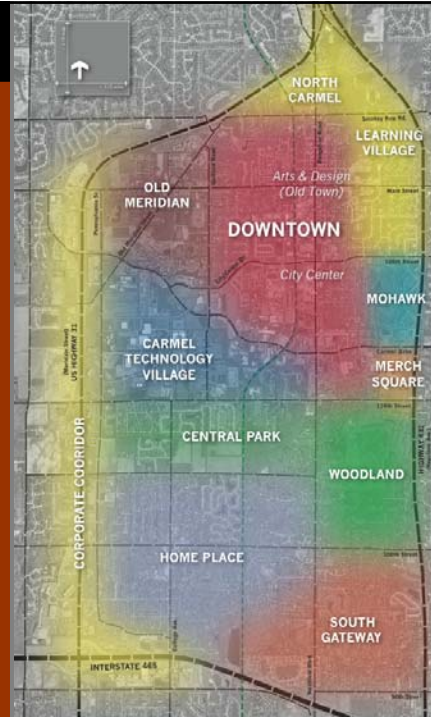


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***Opportunities:***

- Establish a Carmel Neighborhoods Map made by the community
- Develop planning for each neighborhood with the neighborhood
- Connectivity when redevelopment occurs
- Integrate schools and education as a part of the neighborhood



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**BEST PRACTICE  
A City of Neighborhoods**



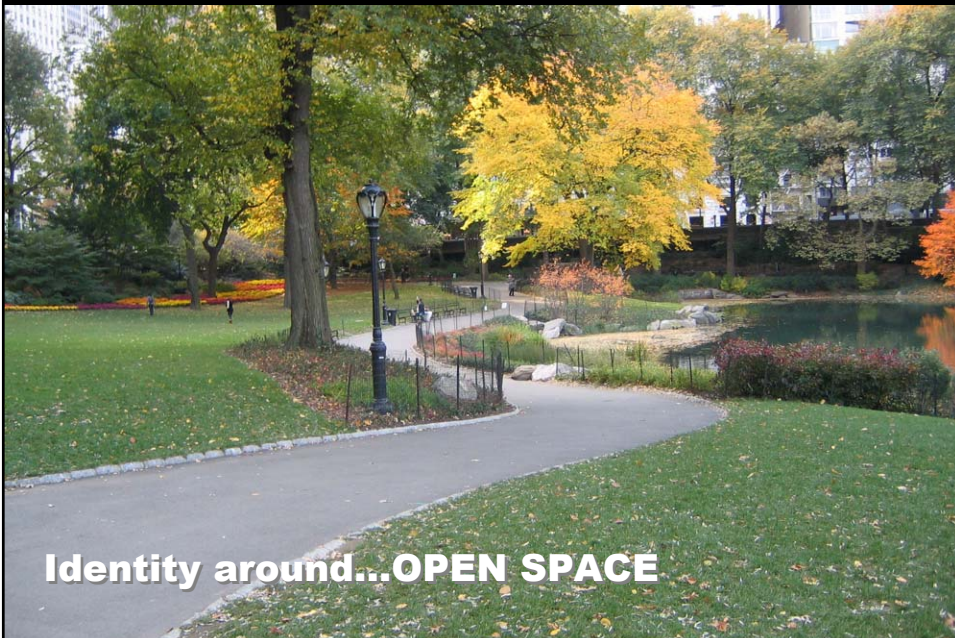
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**BEST PRACTICE**  
**A City of Neighborhoods**



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## A CITY OF NEIGHBORHOODS: Current Nodes

- Historic Old Town
- New areas emerging such as City Center, Old Meridian, and Clay Terrace
- Places with a mix of land uses, density and sense of place
- The “Five Minute Walk”



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## CURRENT NODES A City of Neighborhoods



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CURRENT NODES

**A City of Neighborhoods**



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CURRENT NODES

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## A City of Neighborhoods



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- **City Center on Monon & Rangeline Road**
- **Old Meridian Overlay District**



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### Key Issues:

- Public Acceptance of Change
- Public and Zoning - Understanding of Density
- Maintaining a Vision to Complete Development



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### Opportunities:

- Use these Nodes as Economic Development Tools (I.e the Brain Drain)
- Share Development Education and Knowledge with other communities and through professional organizations (Urban Land Institute etc.)



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## PLANNED NODES

# A City of Neighborhoods



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# A CITY OF NEIGHBORHOODS: Future Nodes

- Neighborhood Centers with a mix of land uses and housing types
- Walkable - the Five Minute Walk
- Connected to existing Nodes through roadways, transit, trails



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- **The Life Cycle of a Neighborhood... Can I live here?**
- **Affordability? What does it mean and to whom?**

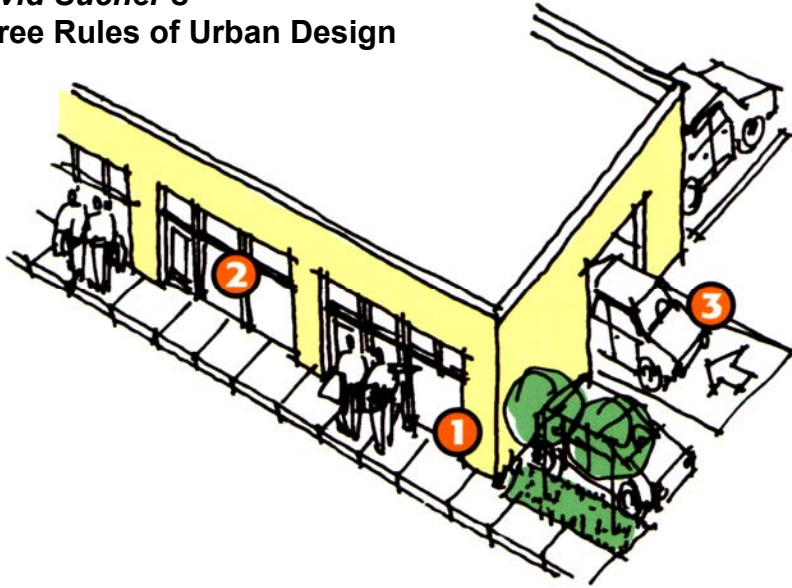


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- **Encourage Real Estate Development Joint Ventures for those developers not experienced in mixed use development.**
- **Create a “Kit of Parts” Checklist for Neighborhood Nodes:**
  - *Mix of Housing Types*
  - *Basic Retail Services*
  - *Open Space within 5 min. walk*



**David Sucher's  
Three Rules of Urban Design**



**Rule 1: Build to the  
Sidewalk**



**96th Street & Westfield Blvd. Area**

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FUTURE NODES

**A City of Neighborhoods**



**Rule 2: Make the  
Building Front  
"Permeable"**

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FUTURE NODES

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**Rule 3: Prohibit Parking  
Lots in the front of the  
Building**

**Sub Rule: On street  
Parking is essential**

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## A CITY OF NEIGHBORHOODS: Hybrid Nodes

- Places where people come from other cities and areas.
- Automobile Areas
- Yet, still need to have a comfortable feel (the number of people who spend their days here is very large)



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## Key Issues:

- These are Daily Population Centers
- Must act as transit hubs, not just destinations
- Land Values vs. Parking; Parking cannot continue to be so “free”



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### Opportunities:

- Encourage structured parking to be more than just parking
- Design for Mobility
  - Facilities for employees to ride to work
  - Basic Retail Services
  - Transit Shelters for all workers including the disabled.



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### HYBRID NODES A City of Neighborhoods



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HYBRID NODES  
**A City of Neighborhoods**



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HYBRID NODES  
**A City of Neighborhoods**



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HYBRID NODES

**A City of Neighborhoods**



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# Development Issues

**96th Street &  
Westfield Blvd.  
Planning Area**

### 96th Street & Westfield Blvd. Area

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## Indianapolis

#### Issue:

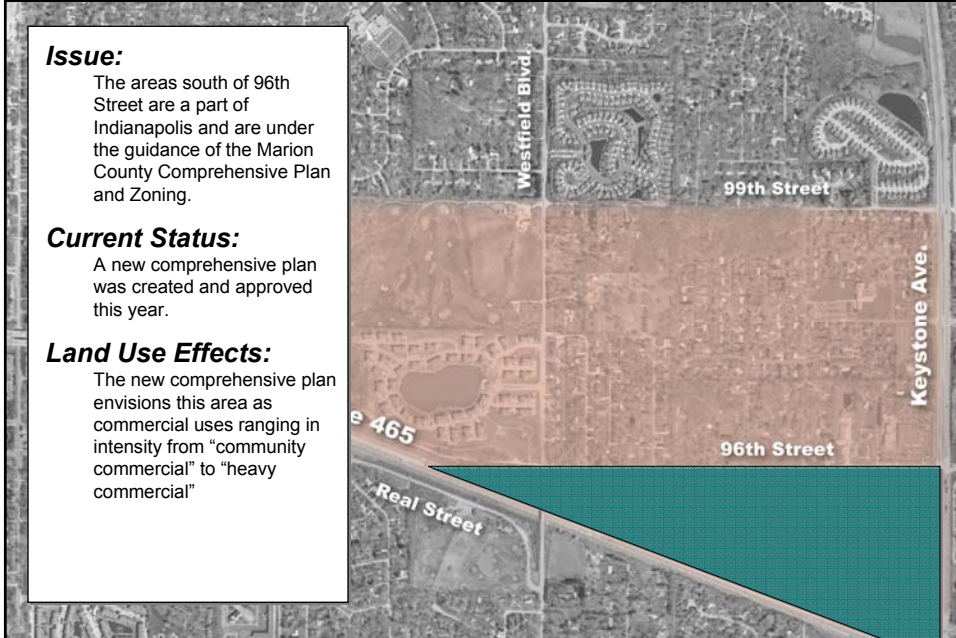
The areas south of 96th Street are a part of Indianapolis and are under the guidance of the Marion County Comprehensive Plan and Zoning.

#### Current Status:

A new comprehensive plan was created and approved this year.

#### Land Use Effects:

The new comprehensive plan envisions this area as commercial uses ranging in intensity from "community commercial" to "heavy commercial"



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## Pressure caused by Access Improvements

#### Issue:

Because of access improvements to roadways, land parcels adjacent to Westfield and 96th Street are (or will) face development pressure or difficulty in retaining their current land use.



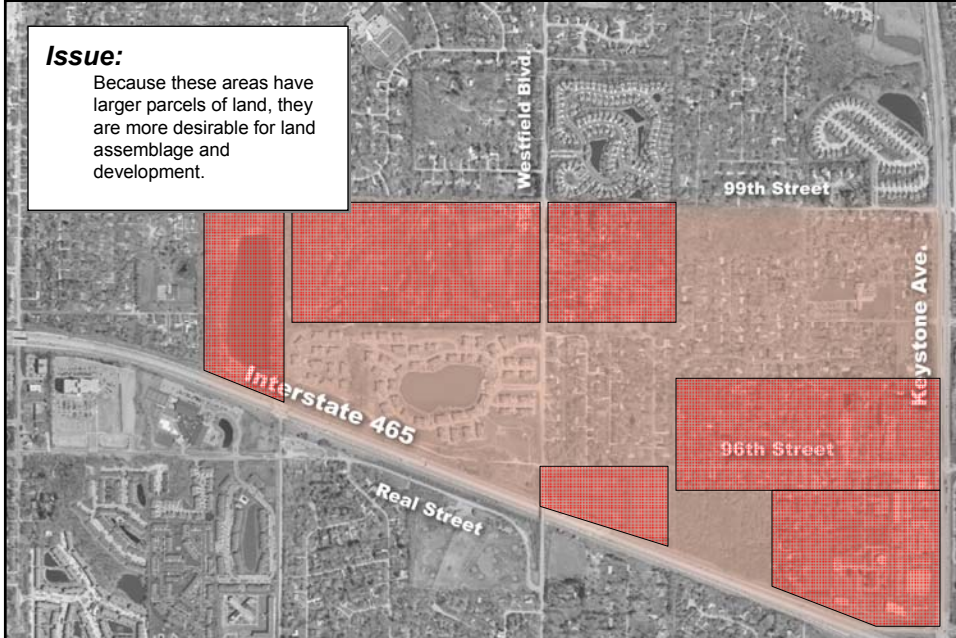
**96th Street & Westfield Blvd. Area**

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**Larger parcel areas under  
development pressure**

**Issue:**

Because these areas have larger parcels of land, they are more desirable for land assemblage and development.



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# A Neighborhood Comprehensive Plan

**96th Street &  
Westfield Blvd.  
Planning Area**

**96th Street & Westfield Blvd. Area**

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**LAND USE FRAMEWORK PLANNING**

**Planning Area**



**96th Street & Westfield Blvd. Area**

City of Carmel, Indiana  
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**LAND USE FRAMEWORK PLANNING**

**Residential Conservation**



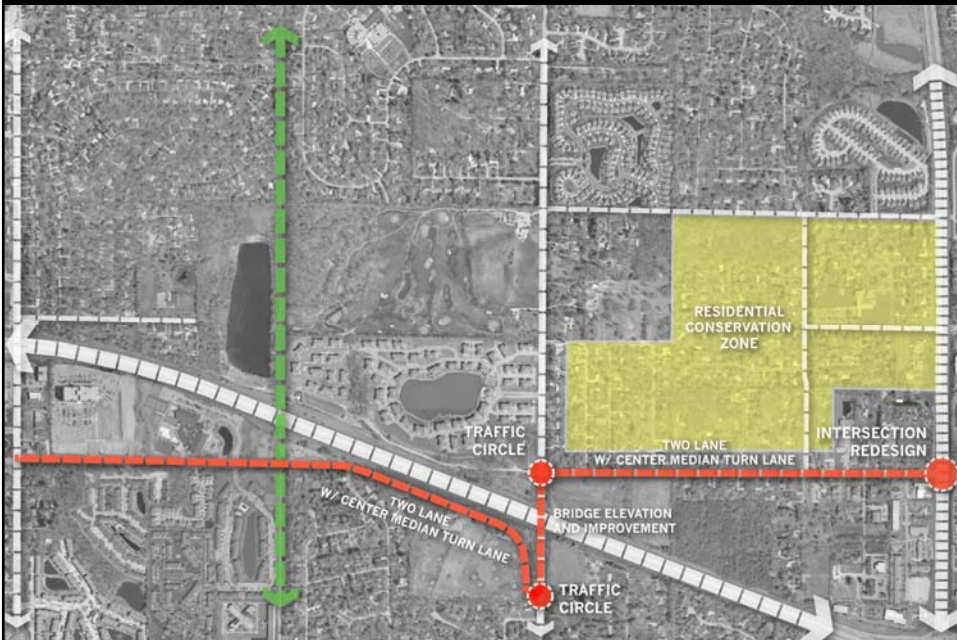
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LAND USE FRAMEWORK PLANNING  
**Residential Conservation**



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LAND USE FRAMEWORK PLANNING  
**96th Street / Real Street**



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**LAND USE FRAMEWORK PLANNING**

**Potential Keystone Intersection**



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**LAND USE FRAMEWORK PLANNING**

**Keystone - Looking North**

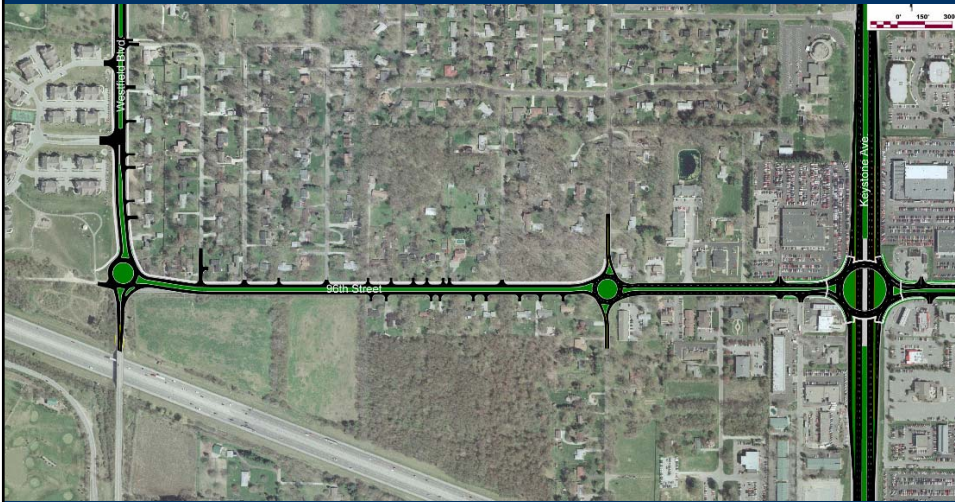


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### LAND USE FRAMEWORK PLANNING

### Keystone/96th/Real

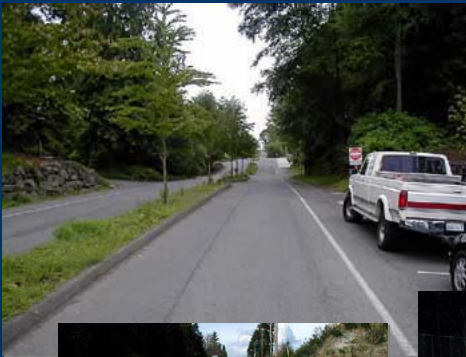


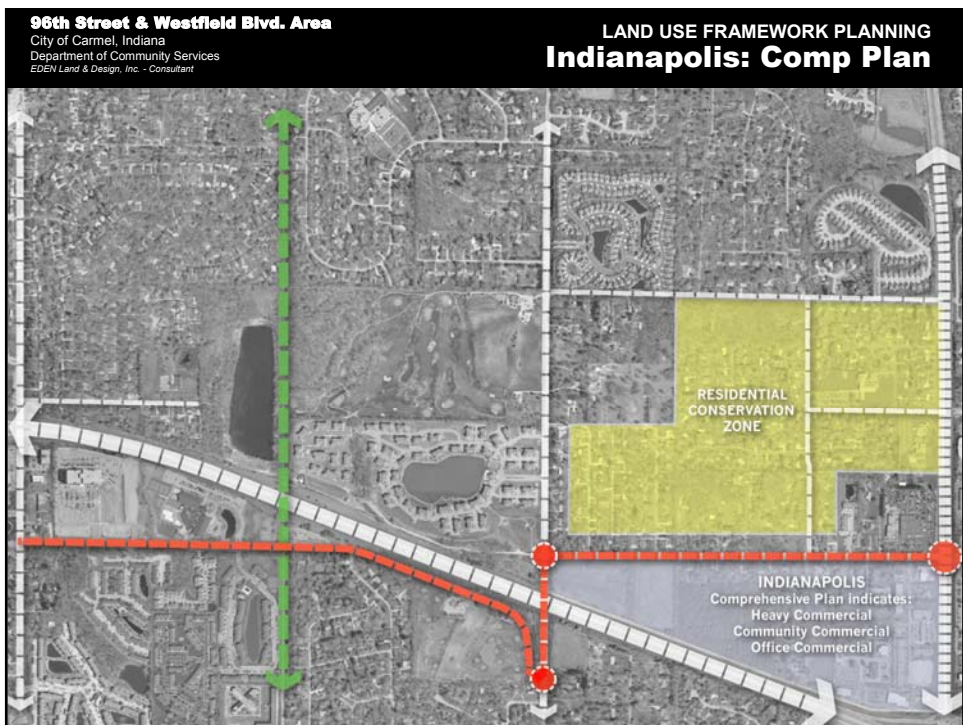
### 96th Street & Westfield Blvd. Area

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### LAND USE FRAMEWORK PLANNING

### 96th Street Analogy Photos





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### LAND USE FRAMEWORK PLANNING Indianapolis: Desired



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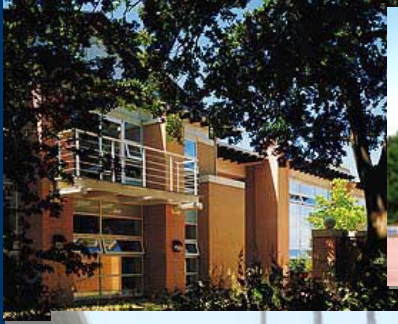
### Photo Analogies Character



### 96th Street & Westfield Blvd. Area

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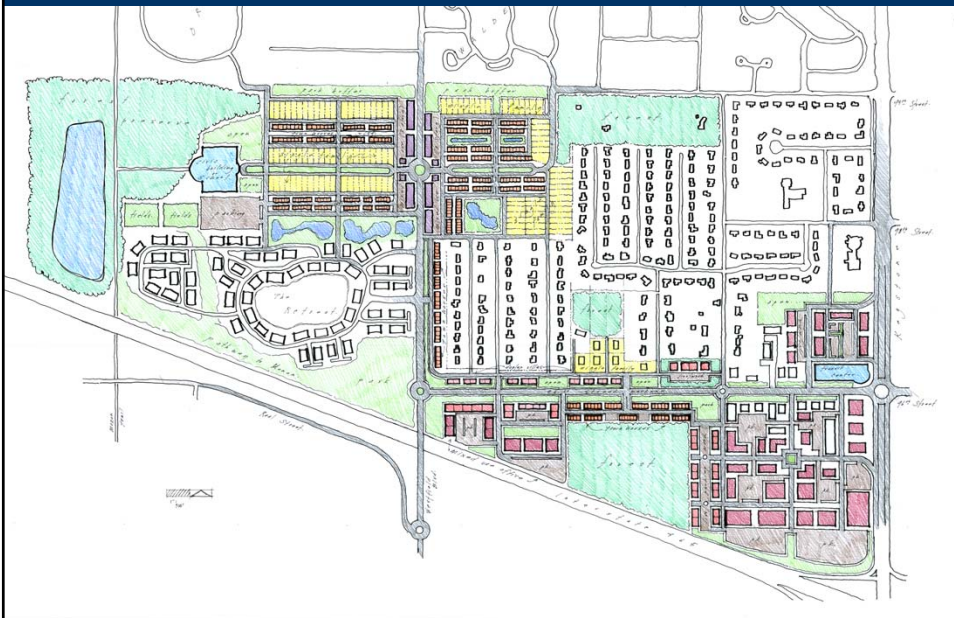
### Photo Analogies Character



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### LAND USE FRAMEWORK PLANNING Hypothetical Site Plan



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**LAND USE FRAMEWORK PLANNING**

**Birdseye - Looking Northeast**



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**LAND USE FRAMEWORK PLANNING**

**96th Street - Indy Side Townhomes**



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### Photo Analogies TOWNHOMES



### 96th Street & Westfield Blvd. Area

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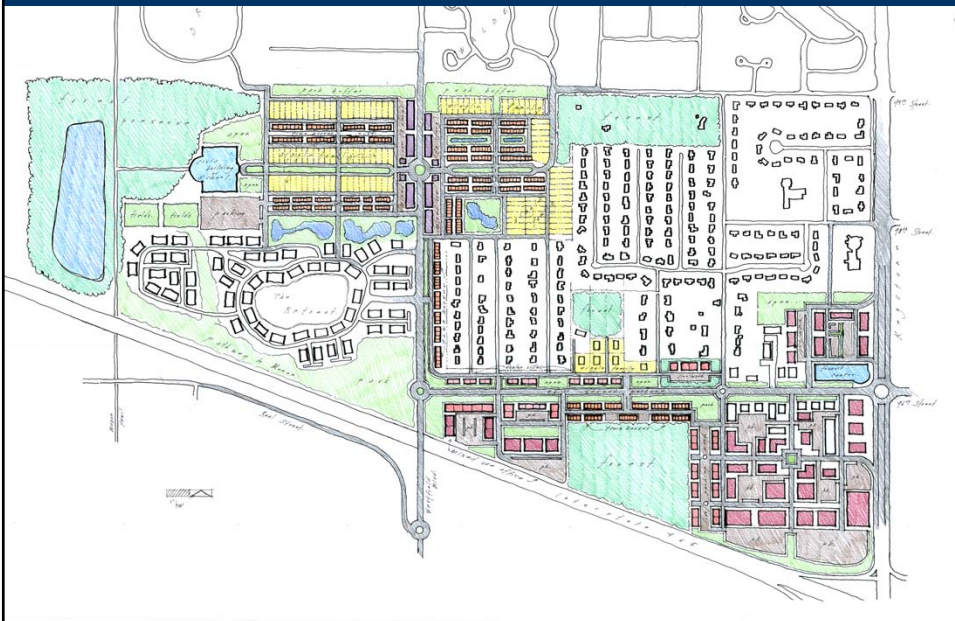
### LAND USE FRAMEWORK PLANNING Mixed Use Transit Center



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LAND USE FRAMEWORK PLANNING  
**Hypothetical Site Plan**



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LAND USE FRAMEWORK PLANNING  
**Keystone - Looking North**



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**LAND USE FRAMEWORK PLANNING**

**Transit Center**



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**Photo Analogies**

**TRANSIT CENTER**



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## LAND USE FRAMEWORK PLANNING Neighborhood Commercial



# 96th Street & Westfield Blvd. Area

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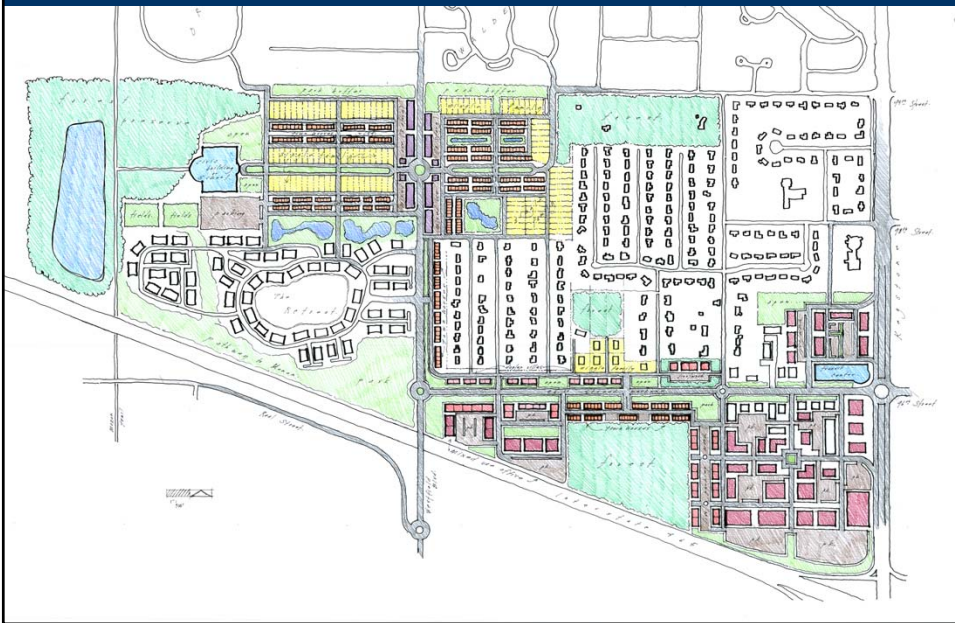
## Photo Analogies Existing Neighborhood Commercial



# 96th Street & Westfield Blvd. Area

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## LAND USE FRAMEWORK PLANNING Hypothetical Site Plan



# 96th Street & Westfield Blvd. Area

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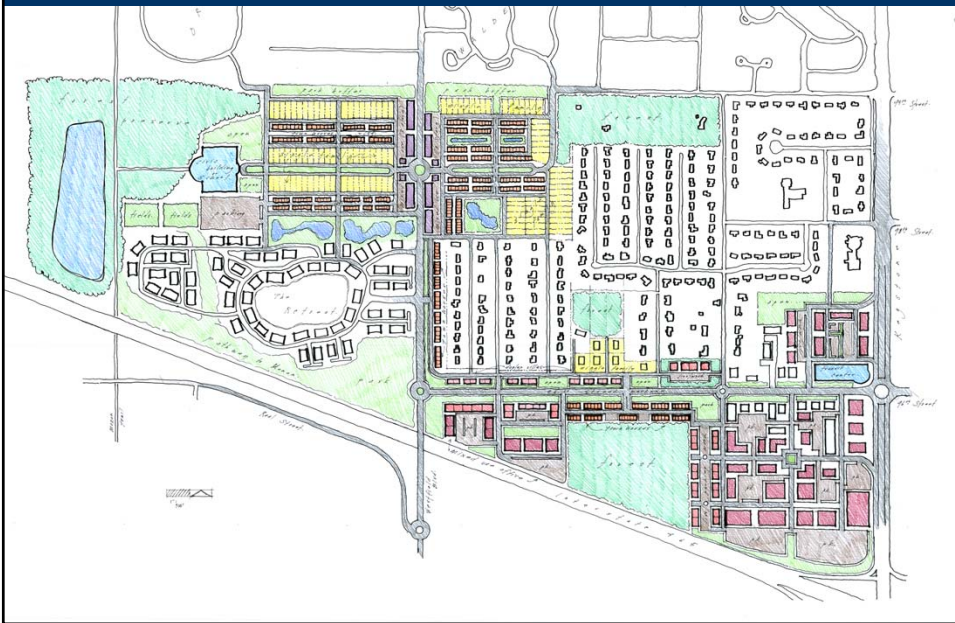
## LAND USE FRAMEWORK PLANNING Live / Work



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LAND USE FRAMEWORK PLANNING  
**Hypothetical Site Plan**



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LAND USE FRAMEWORK PLANNING  
**96th Street from Indy**



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LAND USE FRAMEWORK PLANNING  
**96th Street - Looking East**



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Photo Analogies  
**Live / Work**



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## LAND USE FRAMEWORK PLANNING

### Townhouses



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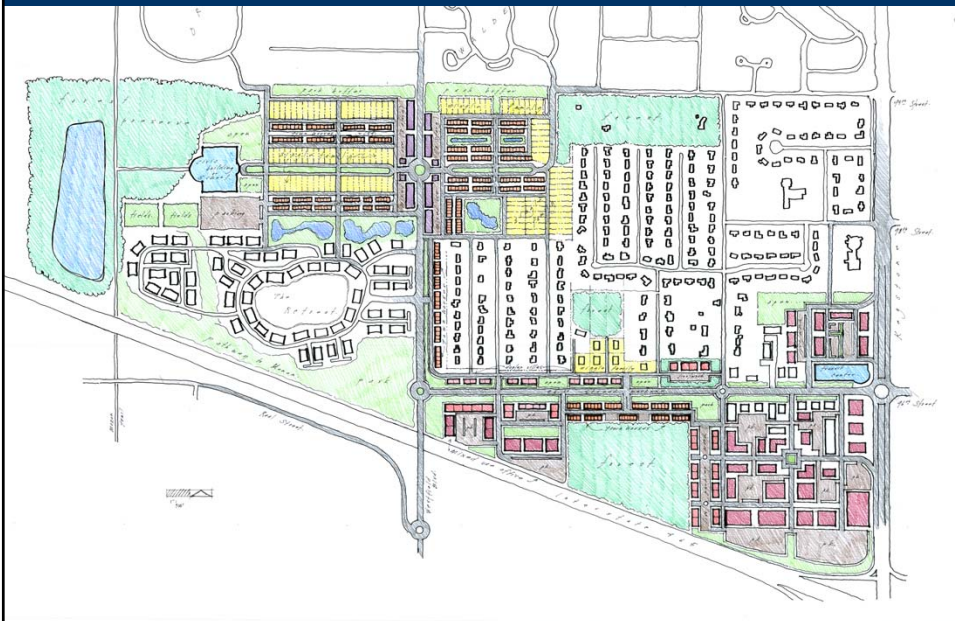
## Westfield Improvements



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**LAND USE FRAMEWORK PLANNING  
Hypothetical Site Plan**



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**Photo Analogies  
TOWNHOUSES**



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**LAND USE FRAMEWORK PLANNING  
Mixed-Use Residential**



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**LAND USE FRAMEWORK PLANNING  
Hypothetical Site Plan**



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**LAND USE FRAMEWORK PLANNING**

**Birdseye - Looking Southwest**



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**Photo Analogies**

**MIXED-USE RESIDENTIAL**



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## Photo Analogies

## MIXED-USE RESIDENTIAL



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## LAND USE FRAMEWORK PLANNING Mixed-Use Residential



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### LAND USE FRAMEWORK PLANNING

### Civic Use / School



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### LAND USE FRAMEWORK PLANNING

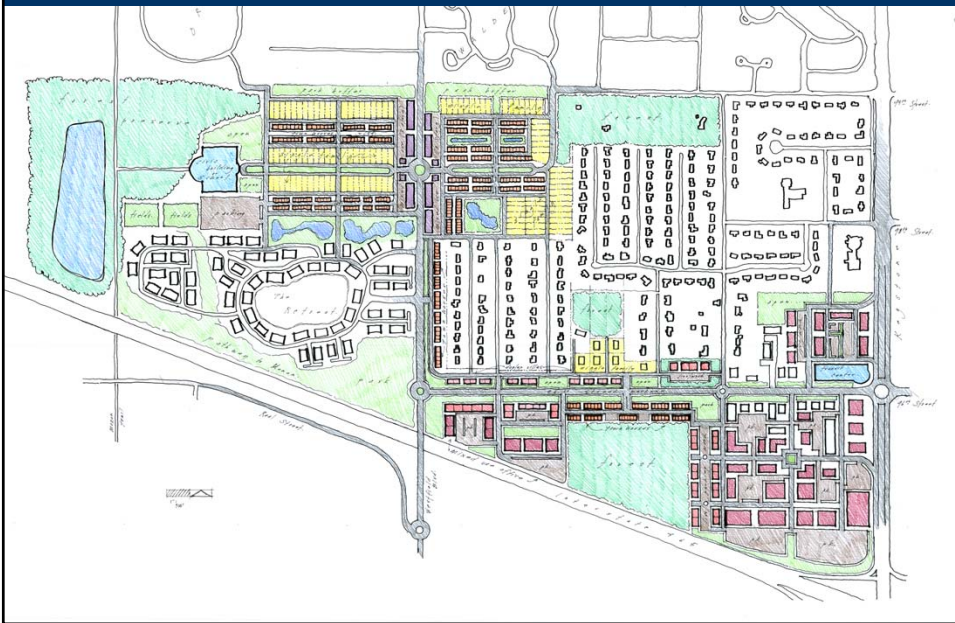
### Forest Preserve



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Hypothetical Site Plan**



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**LAND USE FRAMEWORK PLANNING  
Mixed Use Residential**



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**LAND USE FRAMEWORK PLANNING**  
**Mixed Use Residential**



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**LAND USE FRAMEWORK PLANNING**  
**Mixed Use Residential**



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Photo Analogies

**Mixed-Use Residential**



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Photo Analogies

**Mixed-Use Residential**



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LAND USE FRAMEWORK PLANNING  
**Birdseye - Looking Southwest**



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LAND USE FRAMEWORK PLANNING  
**Neighborhood Commercial**



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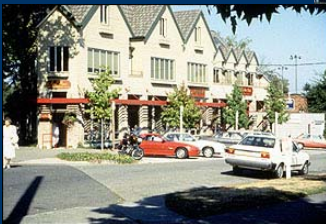
LAND USE FRAMEWORK PLANNING  
**Neighborhood Commercial**



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Photo Analogies  
**NEIGHBORHOOD COMMERCIAL**



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Photo Analogies

**Neighborhood Commercial**



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Photo Analogies

**Neighborhood Commercial**



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Photo Analogies

**Neighborhood Commercial**



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Photo Analogies

**NEIGHBORHOOD COMMERCIAL**



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Photo Analogies

**Neighborhood Commercial**



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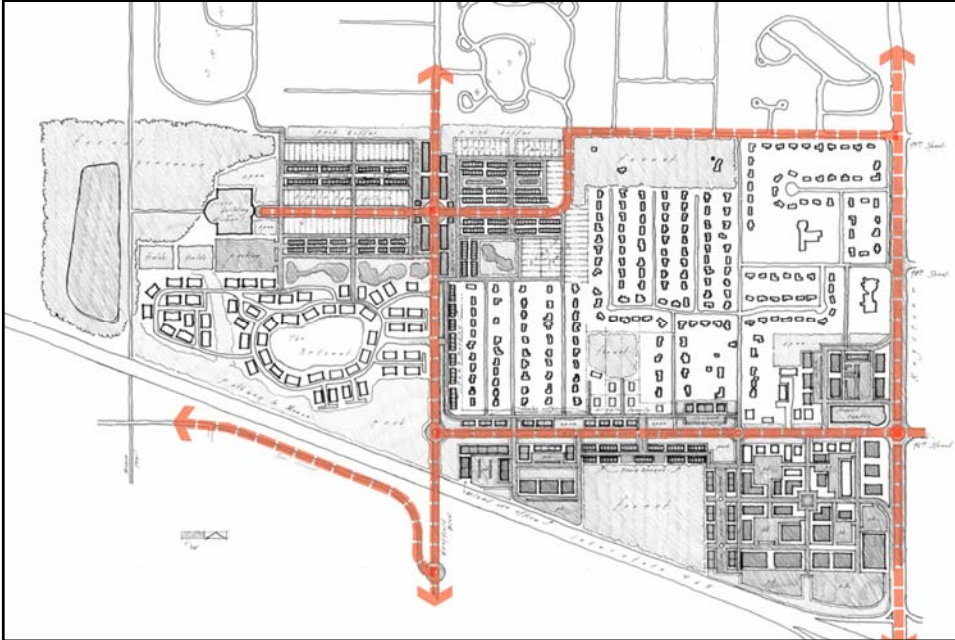
# Systems

## 96th Street & Westfield Blvd. Planning Area

### 96th Street & Westfield Blvd. Area

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### Systems Access



### 96th Street & Westfield Blvd. Area

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### Systems Open Space

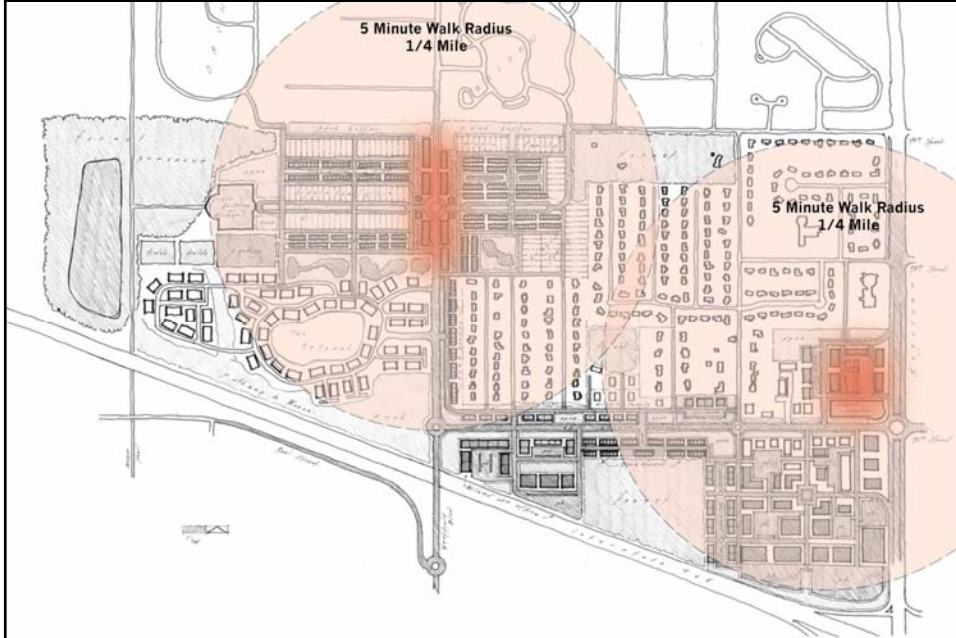


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Systems

## Walkable Development



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LAND USE FRAMEWORK PLANNING

## Birdseye - Looking Northeast



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**LAND USE FRAMEWORK PLANNING**

**Birdseye - Looking Southwest**



**96th Street & Westfield Blvd. Area**

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**Possible Plan**

**Fly Through**

QuickTime™ and a  
Cinepak decompressor  
are needed to see this picture.

## **NEXT STEPS**

- **Review Concept Plan as Presented.**
- **Note “Must Haves” in terms of design guidelines**
- **Come prepared to present your thoughts at the next meeting**
- **Tuesday, November 29th, 2005 @ 5:30pm**
- **Email is an excellent tool for communication.**  
[Mhollibaugh@carmel.in.gov](mailto:Mhollibaugh@carmel.in.gov)  
[akeeling@carmel.in.gov](mailto:akeeling@carmel.in.gov)  
[adam@edenlanddesign.com](mailto:adam@edenlanddesign.com)
- **Phone the DOCS offices - 571-2417**